

**STAGE 1 ROAD SAFETY AUDIT  
RESIDENTIAL DEVELOPMENT, WHITEHALL ROAD WEST, BIRKENSHAW  
DESIGNER'S RESPONSE**

The following table summarises the findings of the Stage 1 Road Safety Audit performed by Meraki Alliance regarding the proposed access and highway infrastructure serving the proposed residential development off Whitehall Road West in Birkenshaw and provides the Designer's Response to each point raised by the audit team.

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>PROBLEM A</b> Relocated uncontrolled crossing Whitehall Road.</p> <p><b>Summary</b> Pedestrian refuge islands that do not provide sufficient width will increase the risk of pedestrian/vehicle collisions.</p> <p>It is proposed to relocate the existing uncontrolled crossing and central refuge to the south of the new access. The Audit Team noted that the pedestrian refuge is very narrow 1.2m. It is generally recognised the minimum width should be no smaller than 1.5m. Pedestrian refuge islands that do not provide sufficient width will increase the risk of pedestrian/vehicle collisions.</p>	<p>The Audit Team accept that this is an existing refuge and that it will simply be relocated like for like. However, the Audit Team still recommend that the size of the refuge is increased to 1.5m where possible.</p>	<p>There are 3 traffic islands on Whitehall Road between the proposed site access and the roundabout with Heathfield Lane providing uncontrolled pedestrian crossing points across Whitehall Road West. Each island is approximately 1.0m wide.</p> <p>The Designer acknowledges the current width of the traffic island, but that any increased island width would be provided on the balance of providing a bit more width for the occasional pedestrian standing in the middle of the carriageway crossing Whitehall Road West or reducing the available lane/carriageway width between the new island and kerb edge and therefore increasing the risk of side swipe type accidents between vehicles and cyclists passing the island at the same time.</p>		

		<p>On balance the Designer believes the width of the relocated/new island should be increased but to a maximum width of 1.20m.</p> <p>Refer to drawing 23/341/SK/003 rev B for details.</p>		
<p><b>PROBLEM B</b> Access junction Whitehall Road.</p> <p><b>Summary</b> Blocking back of traffic over the access could increase the risk of shunt and failure to give way type collisions.</p> <p>The Audit Team noted that traffic can queue back along Whitehall Road between the Heathfield Lane roundabout and the Birkenshaw Roundabout depending on time of day. This could lead to driver frustration especially when turning out of the development leading to drivers taking unacceptable risks increasing the risk of shunt and failure to give way type collisions.</p>	<p>It is recommended that "Keep Clear" markings are considered on Whitehall Road so that when traffic slows and begins to queue vehicles on Whitehall Road will give way.</p>	<p>Agreed. KEEP CLEAR road marking will be added to the proposed access arrangements.</p> <p>Refer to drawing 23/341/SK/003 rev B for details.</p>		

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